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Item 6 (b) of the provisional agenda
Proposals for amendments to Annexes A and B of ADR: miscellaneous proposals

Guidance on the stowage 7.5.7.1

Transmitted by the International Road Transport Union (IRU)[1]

Summary

Executive summary:	The IRU guidelines provide clear practical information on how to achieve safe load securing practices.
Action to be taken:	Reference in sub-section 7.5.7.1 footnote, link to the IRU International Guidelines.
Reference documents:	IRU International Guidelines on Safe Load Securing for Road Transport.

[1] The present document is submitted in accordance with paragraph 1 (c) of the terms of reference of the Working Party, as contained in document ECE/TRANS/WP.15/190/Add.1, which provides a mandate to "develop and update the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)".

Background

1. Today, unsafe loads cause accidents in the workplace and on the road. Every year loading, unloading and load shift accidents injure many people and cost businesses millions in damaged goods, vehicles, reputation and lost work time.

2. Vehicles carrying poorly restrained loads are a safety risk to their drivers, to road users and to people involved in unloading operations. Poorly restrained loads can greatly enhance the risk of vehicle instability and rollover and loss of load on road journeys.

3. Load safety begins and ends in the workplace.

IRU International Guidance on the stowage

4. In accordance with the decision made by the IRU members in September 2013 following the lack of consistency of the re-launched Cargo Securing Expert Group of the EU Commission, the IRU Secretariat General proposed publishing its "International Guidelines on Safe Load Securing", drafted in anticipation of the Expert Group meetings, and making it available via the IRU website and as a publication.

5. The IRU International Guidelines[2] on Safe Load Securing for Road Transport were developed to effectively respond to the gap in global guidance for professionals involved in transporting loads by road, with the aim to influence a sustainable reduction in the numbers of people killed or injured as a result of load related incidents in the workplace and on the road and to prevent unnecessary disruptions of transport activities.

6. The IRU International guidelines provide clear practical information on how to achieve safe load securing with several examples of calculations and good practices related to load securing.

7. Restraining methods are mainly the following:

- Locking
- Blocking
- Direct lashing
- Top-over lashing
- Combinations of methods in conjunction with friction.

8. The restraining method(s) used should be able to withstand the varying climatic conditions (temperature, humidity, etc) likely to be encountered during the journey.

9. These IRU International Safe Load Securing Guidelines for Road Transport based on European standard EN 12195-1:2010 are not legally binding. However they provide a much needed framework of practical information, instruction and guidance that will enable participants in the transport chain to achieve safe load conditions, compliance with legal obligations and conformity with EN 12195-1:2010.

Proposal

10. Insert a reference to the IRU Guidelines in the footnote to 7.5.7.1.

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[2] See http://www.iru.org/cms-filesystem-action/mix-publications/SafeLoadSecuring8th.pdf